

**REGIONAL TRANSIT AUTHORITY**

**RESOLUTION NO. 28 (REVISED)**

**A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region adopting three Phase I Study Options and directing staff to prepare a comparative assessment of these options.**

**WHEREAS, a Regional Transit Authority ("RTA") has been established for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and**

**WHEREAS, pursuant to Chapters 81.104 and 81.112 RCW, the RTA is responsible for financing and implementing a system and financing plan for high capacity transportation within the RTA's service area; and**

**WHEREAS, on February 24, 1994 the board adopted the Phase I Ballot Proposal Decision Schedule which includes tasks to "Identify possible Phase I proposals through public discussion" and from that to "Select a small set of Phase I proposals for comparative analysis" during the summer of 1994; and**

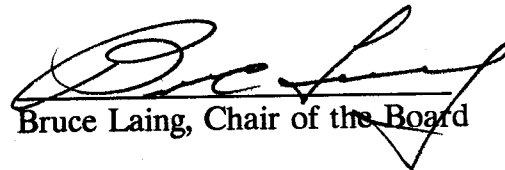
**WHEREAS, the RTA facilitated public discussion through public workshops and roundtables as summarized in a report (Public Input on Phase I Options: Summary and Appendices) presented to the Board at the May 13th regular meeting; and**

WHEREAS, each Option represents a logical grouping of component services and facilities which can be analyzed within and between the Options, and from which a Phase I ballot proposal may be developed which draws from one or all Options; and

WHEREAS, as part of the comparative analysis and public review of the Options, the Board intends to fully discuss the issue of equity in the development of a system plan and the first phase of the plan.

NOW THEREFORE, BE IT RESOLVED that the Board of the Regional Transit Authority adopts the Phase I Study Options, shown in Exhibit A, and directs staff to conduct comparative analysis and public review of these Options and their components prior to the Board's development of a Phase I ballot proposal and to assist the Board in resolving equity concerns related to a high capacity transportation plan.

ADOPTED by the Board of the Regional Transit Authority for Pierce, King and Snohomish Counties region this 27<sup>th</sup> day of MAY, 1994.

  
Bruce Laing, Chair of the Board

ATTEST:

  
Clerk of the Board

Final Seattle Resolution

~~WESTER~~

MSL 5/10/94 rec2

(Mayor Rice will sign when he gets back to office)

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RESOLUTION 28924

A RESOLUTION relating to the Regional Transit Authority, making recommendations regarding the regional transit phase 1 alternatives to be evaluated during summer and fall 1994.

WHEREAS, RCW 81.104 authorizes high capacity transportation (HCT) planning, and RCW 81.112 authorizes the formation of regional transit authorities to develop and operate HCT systems; and

WHEREAS, the three-county Central Puget Sound Regional Transit Authority (RTA) for King, Pierce, and Snohomish Counties was formed in August 1993; and

WHEREAS, the RTA is reviewing the regional transit system plan recommended by the Joint Regional Policy Committee (JRPC), to prepare a phase 1 regional transit plan and local tax proposal for voter consideration in spring 1995; and

WHEREAS, Seattle officials have actively participated in regional transit planning, and serve on the Board of the RTA; and

WHEREAS, the City of Seattle adopted Resolution 28268 in October 1990, Resolution 28493 in January 1992, and Resolution 28600 in August 1992, making recommendations regarding regional transit planning efforts; and

WHEREAS, Seattle contains the densest residential and employment areas in the region, and the regional transit system can, therefore, have a large beneficial impact on the City of Seattle and the people who live, work, and play in the City; and

WHEREAS, an efficient, multi-modal transportation system can enhance the economic vitality of Seattle, King County, and the region, by providing access to jobs, enhancing mobility for transit-dependent people, enhancing access for unemployed and underemployed people to employment and educational centers of the region, and providing jobs, job training, and apprenticeships during construction; and

WHEREAS, Seattle recognizes the interdependence of cities and communities within the three-county region, and the value of establishing a transit system that is truly regional; and

WHEREAS, the RTA Board is scheduled to select several regional transit phase 1 alternatives to be evaluated during summer and fall 1994; and

WHEREAS, the City of Seattle now desires to present City recommendations for the regional transit phase 1 alternatives to be evaluated; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, AS FOLLOWS:

A. The City of Seattle supports regional transit planning, and supports the planned

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spring 1995 ballot for a public vote on phase 1 of the regional transit system.

B. Given the significant contribution that the Expert Review Panel has made during the development of the JRPC's system plan and during the RTA's work to date, the City recommends that the Expert Review Panel, or another independent oversight committee, be continued throughout the evaluation of phase 1 alternatives and project-level planning work.

C. During summer and fall 1994, the RTA should work closely with local jurisdictions to involve local communities in the evaluation of the phase 1 alternatives.

D. General: The City makes the following general recommendations regarding the phase 1 alternatives to be evaluated:

1. The regional transit system should be genuinely multi-modal, with light rail, commuter rail, high-occupancy vehicle (HOV) facilities, various sizes of buses, vanpools, carpools, bicycles, and pedestrians, and should serve both commuters and non-commute trips.
2. Non-motorized transportation modes should constitute an integral part of the system plan and of phase 1. Rail, bus, and HOV facilities and services should include components to expand and enhance the use of non-motorized modes.
3. Transportation demand management and commute trip reduction are crucial elements of regional transportation planning efforts, and are critical to the success of the RTA's system plan.
4. Before beginning construction on the rail element of the regional transit system, necessary measures must be included in local plans, regional plans, and/or the RTA's system plan to ensure that public transit policies complement planned land uses and land use policies support transit.
5. The system plan and phase 1 should balance equitable allocation of facilities and services among individual counties, cities, and communities with the

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achievement of regional goals at the lowest practical cost.

- 6. The system plan, and subsequent project planning efforts, must provide for effective mitigation of adverse impacts on communities from system construction and operation.

**E. Transit Service:** The City makes the following recommendations regarding the transit service element of the phase 1 alternatives to be evaluated:

- 1. For the rail element of the transit system and the overall system to function effectively, significant investment must be made in community feeder services and the capital facilities and improvements to support these services. Midday, evening, and weekend service must be included in addition to peak-hour service. Without this significant investment, the ridership potential of the rail element will not be realized, and the system will not be cost-effective.
- 2. The phase 1 alternatives should provide explicitly for sufficient RTA revenue to subsidize community feeder services. At a minimum, the allocation for community feeder services and TSM capital improvements should represent one-fourth of the RTA's local tax revenue.
- 3. As part of the evaluation of phase 1 alternatives, RTA staff should estimate the number of additional transit service hours that could be garnered from redesigning existing transit service, and from redeploying transit service replaced by rail service.
- 4. RTA staff should work closely with local transit agency staff to review the effectiveness and efficiency of existing transit service, to outline an integrated and seamless bus and rail system, and to outline an integrated regional bus and rail fare structure.
- 5. The phase 1 alternatives should provide sufficient RTA revenue for transportation system management (TSM) capital improvements to support

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existing and new transit service, including improvements to arterials to provide preference for buses and other HOVs. RTA staff should work closely with transit agency staff and local jurisdictions to develop a list of reasonable TSM projects and to estimate costs for these projects.

- 6. To enable transit riders to take full advantage of the system, access to transit stops and stations must be improved, especially for people with disabilities and people using non-motorized modes of access. Public safety for all patrons must be a paramount concern. Transit stops and stations themselves must be designed and maintained to provide for convenient, comfortable, and safe waiting and transfers.

F. Rail: The City makes the following recommendations regarding the rail element of the phase 1 alternatives to be evaluated:

1. New light rail:

- a. The phase 1 alternatives should include new light rail from Northgate to SeaTac.
- b. North of downtown Seattle, alternatives should include: a tunnel alignment serving First Hill, Capitol Hill, and the University District; and a mostly-surface and/or aerial alignment serving south Lake Union and Eastlake, with a tunnel under the Lake Washington Ship Canal to the University District.
- c. South of downtown Seattle, alternatives should include Rainier Avenue South and Martin Luther King Way South, connecting with a commuter rail station at Boeing Access Road, and continuing to SeaTac. Aerial and surface alignments should be included in the alternatives. The system should provide for safe and convenient transfers at a Rainier Avenue/I-90 station to bus or rail service serving the east side of Lake Washington.

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2. Commuter rail: The phase 1 alternatives should include commuter rail connecting Everett with Tacoma via existing tracks. The RTA should evaluate appropriate commuter rail station locations both south and north of downtown Seattle.
3. Areas not served by rail must be well-connected to the rail system to provide the regional access benefits afforded by the rail system.
4. Speed and reliability of the rail element should be emphasized to ensure that phase 1 and the ultimate system are truly regional.
5. As part of the evaluation of phase 1 alternatives, RTA staff should provide comparable cost, ridership, and cost-effectiveness information and analysis for the light rail and commuter rail components.

G. Financing: The City makes the following recommendations regarding financing of the phase 1 alternatives to be evaluated:

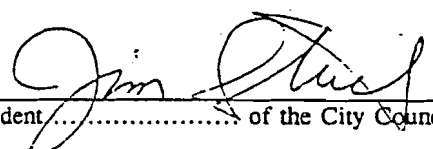
1. The RTA should seek maximum federal and state contributions for planning and constructing the regional transit system. The phase 1 alternatives should include reasonable assumptions of the likely levels of federal and state funding, such as \$700 million from the federal government, and an amount equal to one-third of rail capital costs from the state.
2. The phase 1 alternatives should incorporate varying local tax levels, including .4 percent and .6 percent sales tax equivalent.
3. The phase 1 alternatives should provide for a combination of local tax revenues to fund the system, including retail sales tax and motor vehicle excise tax (MVET).
4. The phase 1 alternatives should provide for an integrated regional bus and rail fare structure. Evaluation of the phase 1 alternatives should include a description of how this integrated fare structure would work, and how it would affect farebox revenues and total revenues.

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5. The financing system should provide for inter-generational equity.

H. Planning for Future Phases: The City recommends that the RTA explore possible phase 1 activities that would accelerate planning for and perhaps implementation of phase 2. As part of this effort during summer and fall 1994, the RTA should assess the feasibility and cost of including, in phase 1, a station-only construction program in outlying areas that are part of the system plan but are not served by a phase 1 rail line.

ADOPTED by the City Council the 16 day of May, 1994, and signed by me in open session in authentication of its adoption this 16 day of May, 1994.

  
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President ..... of the City Council

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 1994.

By: \_\_\_\_\_  
Deputy Clerk

THE MAYOR CONCURRING:

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Norman B. Rice, Mayor